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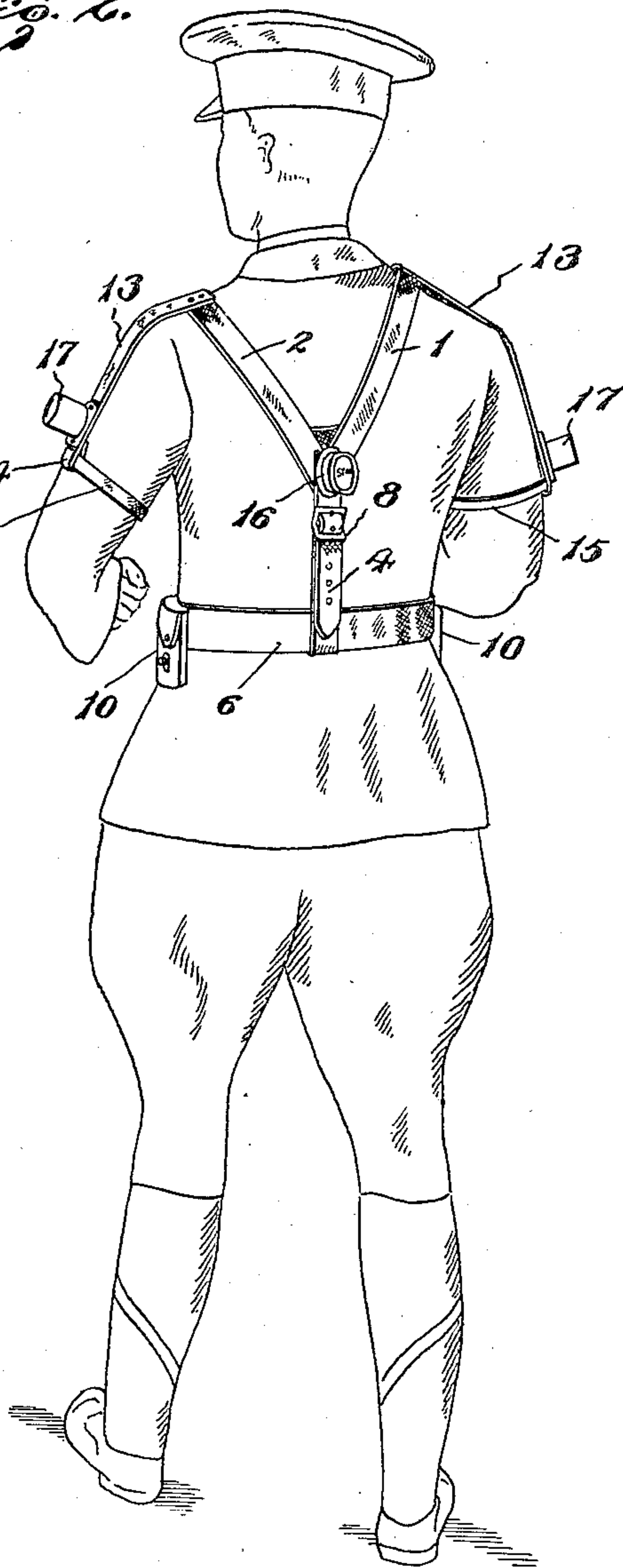
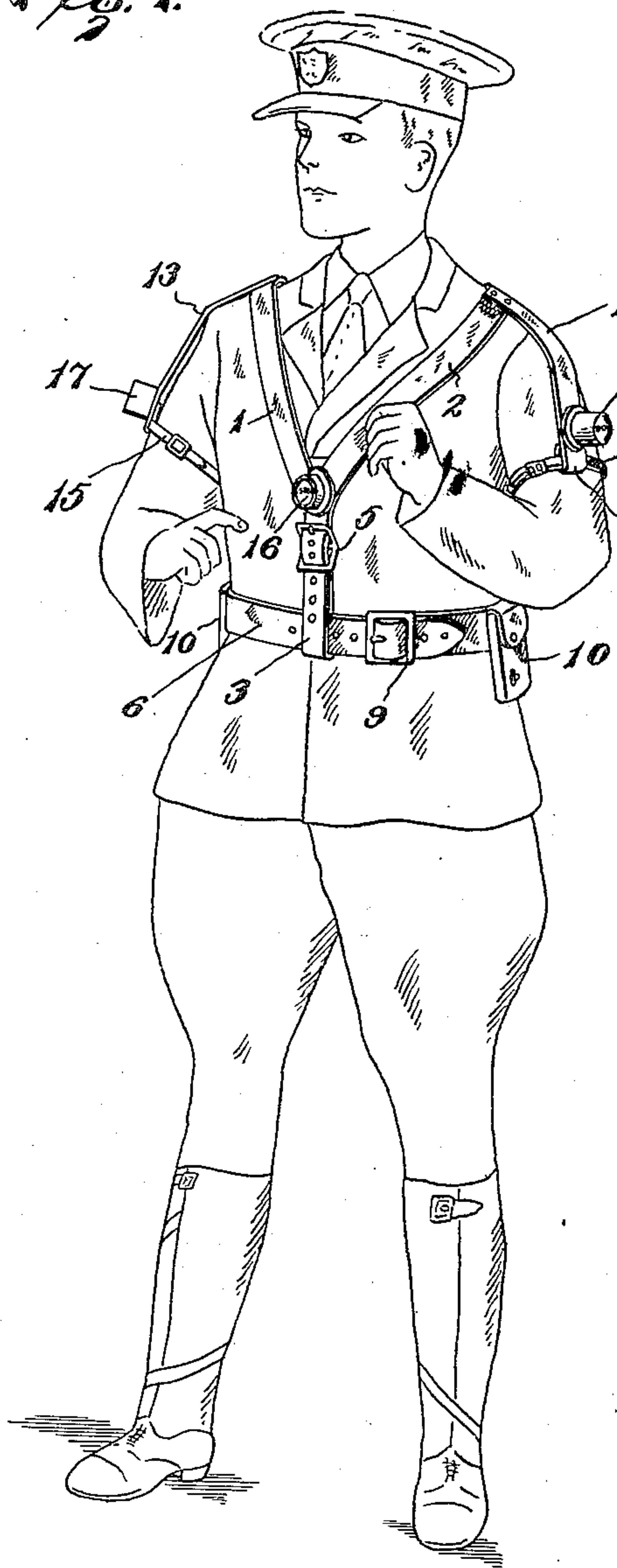
J. T. POWELL ET AL

1,777,379

DIRECTION SIGNAL FOR TRAFFIC OFFICERS

Filed Feb. 23, 1929

2 Sheets-Sheet 1



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Fig. 3.

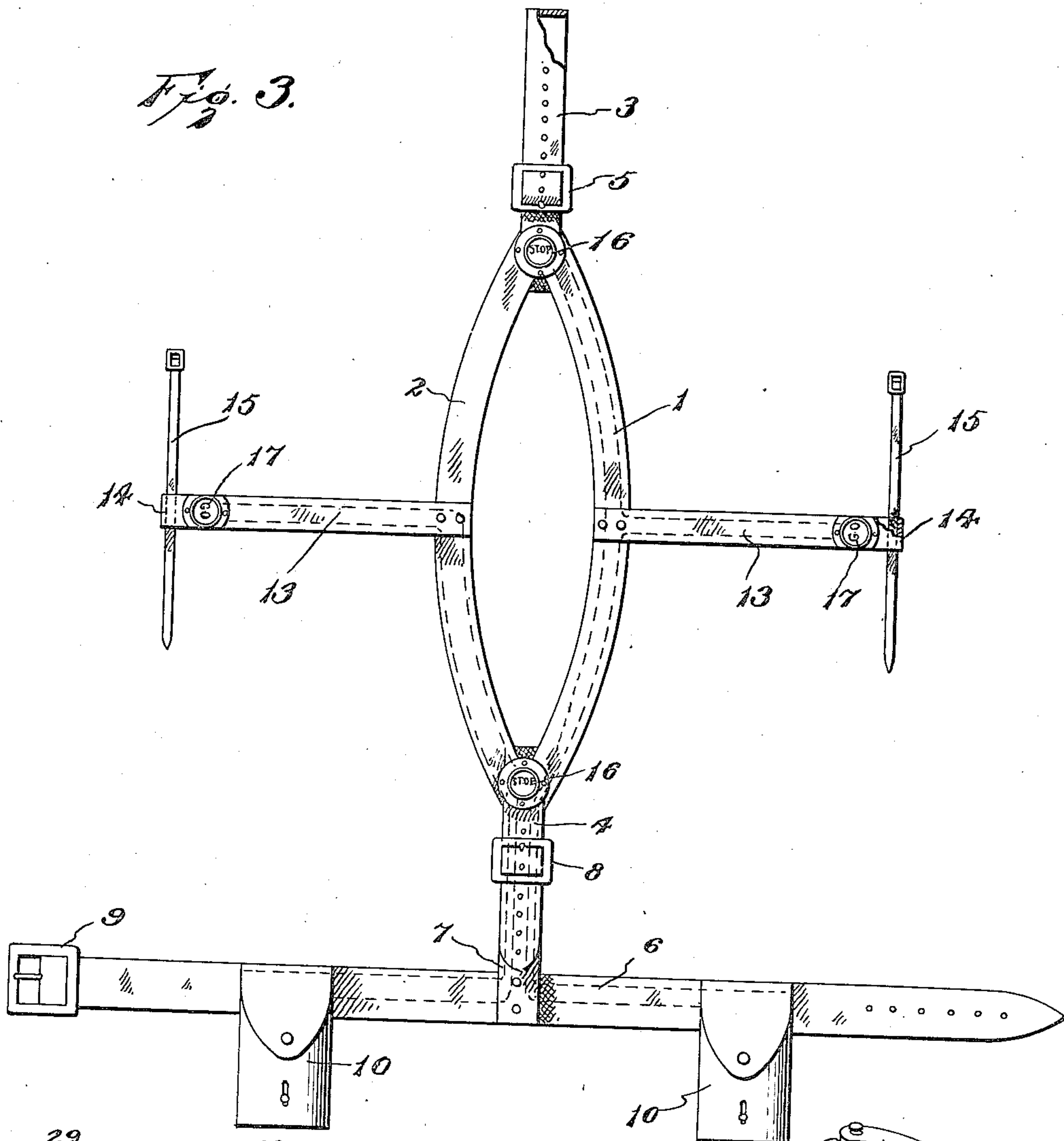


Fig. 4.

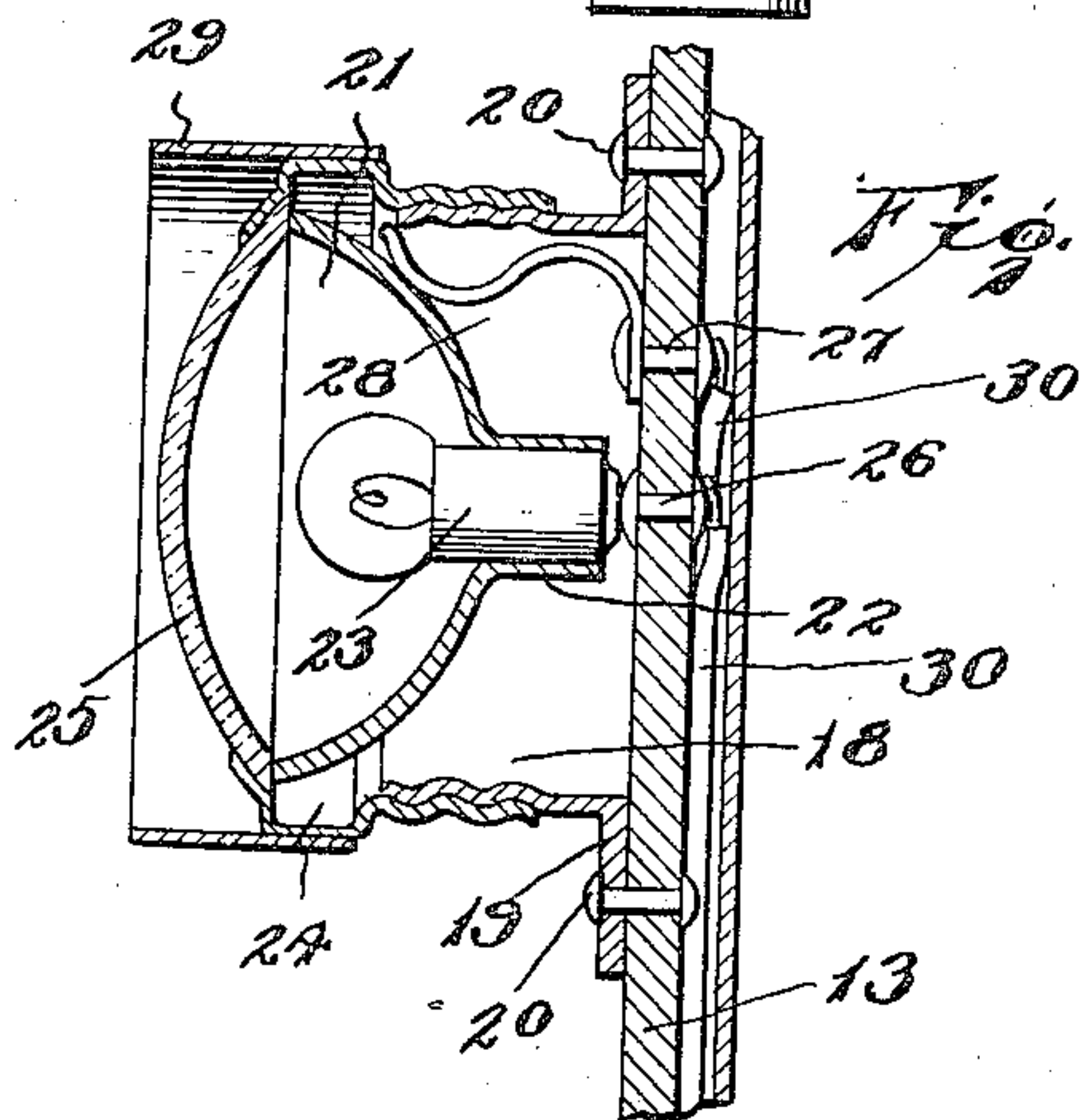
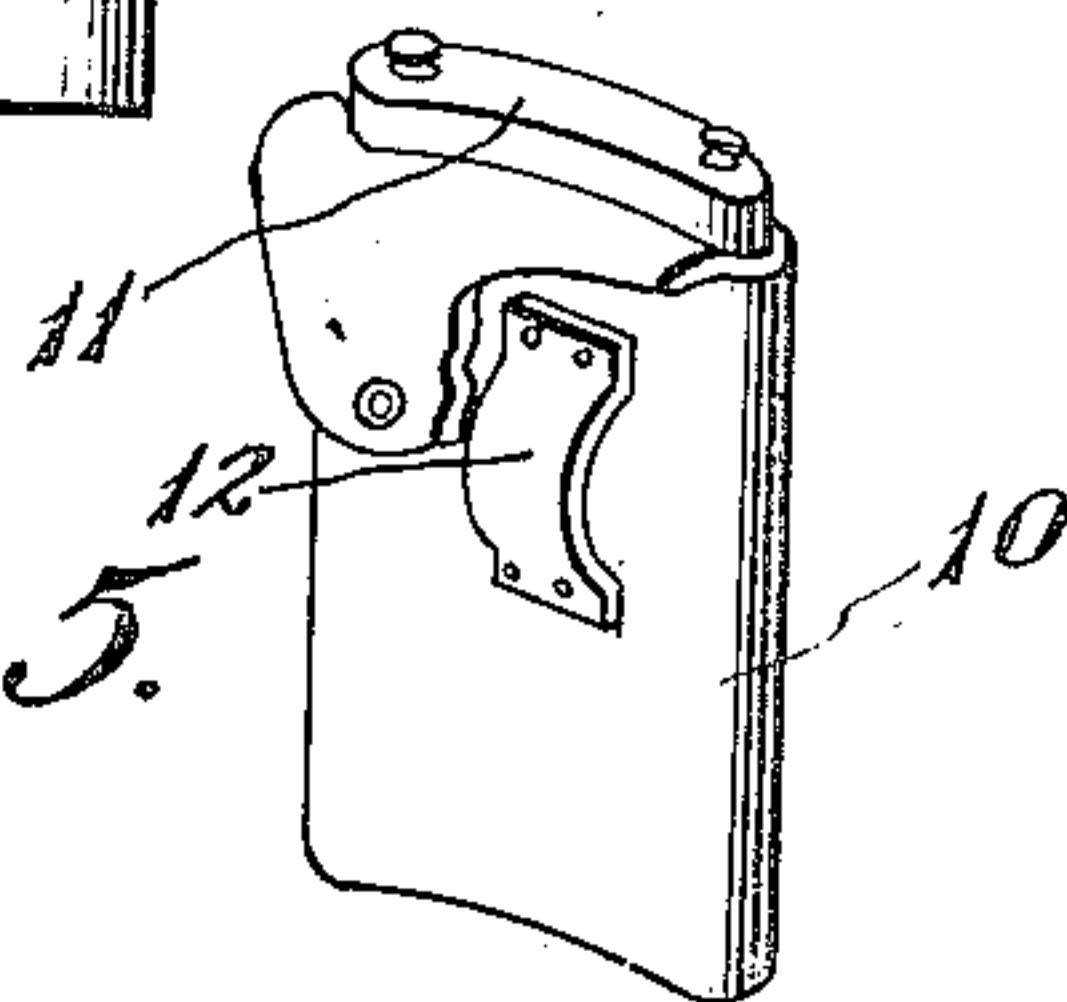


Fig. 5.



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DIRECTION SIGNAL FOR TRAFFIC OFFICERS

Application filed February 23, 1929. Serial No. 342,161.

This invention relates to signals and more particularly to a signal especially adapted to be worn by a traffic officer to facilitate his work when directing traffic at a street intersection.

One object of the invention is to provide a signal including a harness having lamps mounted thereon which are illuminated when the device is in use and by means of which the officer may indicate the direction he desires traffic to move across a street intersection.

Another object of the invention is to provide a harness which may be conveniently worn by a traffic officer and quickly adjusted to fit the officer wearing the same and further to so form the harness that red lights may be mounted at the front and back and green lights upon the officer's arms, thereby allowing the officer to display red lights while facing a street upon which traffic is to stop and green lights in the direction in which traffic is to move.

Another object of the invention is to provide a harness which will not interfere with free movements of the officer's arms and thereby allow him to use his forearm to indicate special directions to pedestrians or drivers of automobiles while the green lights remain substantially stationary.

Another object of the invention is to provide the lights with shields which will conceal them when viewed from either side but allow the lights to be easily seen by persons facing them and thereby prevent confusion which might occur if both green and red lights were visible.

Another object of the invention is to provide a harness which will be simple in its construction and comfortable when worn.

The invention is illustrated in the accompanying drawings, wherein

Figure 1 is a perspective view showing a traffic officer wearing the improved signaling means,

Fig. 2 is a view similar to Fig. 1 but looking at the back instead of the front,

Fig. 3 is a view of the improved signaling apparatus laid out flat,

Fig. 4 is an enlarged fragmentary section-

al view through one of the signal lamps, and Fig. 5 is a perspective view of one of the battery holders with a battery disposed therein.

This improved traffic signal includes a harness having shoulder straps 1 and 2 which are curved longitudinally and joined at their ends thereby forming an elongated loop or yoke through which a traffic officer passes his head so that the straps rest upon his shoulders and extend downwardly at the front and back, as shown in Figs. 1 and 2. Straps 3 and 4 are secured at the front and rear ends of the yoke or loop and the strap 3 is folded upon itself in order to form a loop which may be adjusted by moving the bill of its buckle 5 from one opening formed in the strap to another. This loop is adapted to have passed through it the perforated end of a belt 6 which extends about the officer's waist and approximately midway its ends carries an upwardly extending strap 7 to the upper end of which is secured a buckle 8 for engagement in a selected opening formed in the strap 4. The strap 7 is rigidly secured to the belt 6 and, therefore, the belt will always be retained in proper relation to the strap 4 and rear end of the loop or yoke and after the yoke is in place the perforated end of the belt may be passed through the loop 3 and engaged with the buckle 9 at one side of the loop, as shown in Fig. 1. Cases 10 in which batteries 11 are to be carried are suspended from the belt and each case is preferably slidably connected with the belt by a strap 12 so that the cases may be moved along the belt and disposed at the officer's sides where they will not interfere with free movement of the officer's arms and be neat in appearance. Side straps 13 which are rigidly secured to the shoulder straps 1 and 2 extend transversely therefrom and are of sufficient length to extend across the officer's shoulders and partially down his arms. These straps terminate in eyes or loops 14 through which are passed narrow straps 15 adapted to be secured about the officer's arms and firmly retain the straps 13 in proper engagement with his arms. It will thus be seen that the harness is so formed that it may be

easily applied and adjusted so that it will fit properly and remain in its proper position when worn.

In order to attract attention and allow the officer to easily direct traffic across a street intersection at night, there has been provided lights 16 at the ends of the yoke and other lights 17 at the lower ends of the straps 13 which may be referred to as arm straps. These lights are of a duplicate construction and one has been illustrated in detail in Fig. 4. Referring to this figure, it will be seen that the light includes a hollow body or casing 18 formed with a base flange 19 through which fasteners 20, such as rivets, are passed in order to firmly secure the casing to the strap to which it is applied. This casing receives a reflector 21 formed with a central socket 22 to receive the base of an electric bulb 23 and when the reflector is in place and secured by the cap 24 which is threaded upon the casing and overlies marginal portions of the lens 25 the contact at the inner end of the base of the lamp will bear against a terminal 26 carried by the strap to which the casing is secured. A second terminal 27 is carried by the strap and from this terminal extends a contact arm 28 which bears against the reflector in order to complete a circuit through the lamp. About the cap 24 is secured an annular shield 29 which projects outwardly beyond the lens and serves to conceal the lens when the lamp is viewed from one side. Therefore, when an officer is standing in the center of a street intersection, the drivers of automobiles moving along a street faced by the officer will be able to easily see the lights at the front or back which will have red lenses and the lenses of the lights 17 which are green will be concealed from view but will be clearly visible to persons approaching the street intersection along a cross street. Wires 30 which are releasably connected with the terminals of the batteries 11 so that new batteries may be easily substituted when those in use have become exhausted extend along the under faces of the belt and straps with their ends secured to the terminals 26 and 27 of the lights and it should be noted that the wires leading from one battery are connected with the rear light 16 and left hand light 17, whereas the wires leading from the other batteries are connected with the terminals of the right hand side light 17 and front light 16. Therefore, ample electric energy will be provided for the four lights.

When the improved direction signaling apparatus is in use, the officer passes his head through the yoke and secures the belt about his waist. The straps 15 are then secured about his arms and the apparatus is ready for use. By turning the switches of the batteries on, current will be supplied to the lights and the bulbs will be illuminated. Since the lights at the front and back have red lenses

and the lights upon his arms have green lenses, an officer when standing in the center of a street intersection may face the street upon which he wishes vehicles to stop and display red lights to the drivers of automobiles approaching the street intersection along this street. At the same time the side lights upon his arms will display green lights to the drivers of automobiles approaching the street intersection along a cross street. In view of the fact that the straps 15 are secured about his arms above the elbow, they will not interfere with free movement of his arms and he can indicate special directions to drivers of automobiles wishing to make a turn at the intersection. In view of the fact that the strap 7 is rigidly secured to the belt it will always remain in its proper position in alignment with the rear end of the yoke and thereby insure a neat appearance at the rear while adjustment of the loop 3 and belt 4 will cause the harness to accommodate itself to officers of different sizes and the belt may be adjusted at the front to properly fit about an officer's waist.

Having thus described the invention, we claim:

1. Traffic directing means comprising harness to be worn by a person and including a yoke to extend across the shoulders and downwardly at the front and back, side straps extending from said yoke and of sufficient length to extend partially down a person's arms, means to secure said straps in place against the outer sides of a person's arms electrically energized lamps carried by the straps and front and rear portions of the yoke, the lamps carried by said yoke emitting rays of a color to readily distinguish them from the lamps carried by the side straps, means to shield each lamp and prevent observation of its light from a position transversely thereof, and means carried by said harness to supply energy to the lamps.

2. Traffic directing means comprising harness to be worn by a person and including a yoke to extend across the shoulders and downwardly at the front and back, side straps extending from said yoke and of sufficient length to extend partially down a person's arms between the shoulders and elbows, means to secure said straps in place against the outer sides of a person's arms above the elbows, electrically energized lamps carried by the straps and front and rear portions of the yoke, the lamps carried by said yoke emitting rays of a color to readily distinguish them from the lamps carried by the side straps, means to shield each lamp and prevent observation of its light from a position transversely thereof, a waist-encircling belt connected with the depending ends of said yoke, and means carried by said belt to support a source of energy for said lamps.

3. Traffic directing means comprising har-

ness to be worn by a person and including a yoke to extend across the shoulders and downwardly at the front and back, side straps extending from said yoke and of sufficient length to extend partially down a person's arms, means to secure said straps in place against the outer sides of a person's arms, electrically energized lamps carried by the yoke and straps, the lamps carried by said yoke emitting rays of a color to readily distinguish them from the lamps carried by the side straps, a waist-encircling belt, a strap firmly secured to the belt intermediate its ends and extending upwardly therefrom, a companion strap secured to the rear end of said yoke and depending therefrom, means to adjustably connect the companion straps of the yoke and belt, a strap depending from the front end of said yoke and slidably engaging the belt to support the belt at the front, and means carried by the belt to support a source of electric energy for the lamps.

4. Traffic directing means comprising harness to be worn by a person and including a yoke to extend across the shoulders and downwardly at the front and back, side straps extending from said yoke and of sufficient length to extend partially down a person's arms between the shoulders and elbows, means to secure said straps in place against the outer sides of a person's arms above the elbows, electrically energized lamps carried by the yoke and straps, the lamps carried by said yoke emitting rays of a color to readily distinguish them from the lamps carried by the side straps, a waist-encircling belt, shields carried by each lamp to prevent observation of its light from a position transversely of the lamp, means for connecting said belt with the rear end of said yoke firmly secured to the belt intermediate the ends of the belt, a belt support depending from the front end of the yoke, and means carried by the belt to support a source of electric energy for the lamps.

5. A device of the character described comprising a harness adapted to be worn by a person and including a belt, a yoke adapted to extend across a person's shoulders with end portions depending at the front and rear and engaged with said belt, side straps extending from said yoke and of sufficient length to extend partially down a person's arms, means to secure said straps against a person's arms, and signal elements carried by the straps and front and rear portions of said yoke, said signal elements at the front and back being duplicates and contrasting with those at the sides and each including a shield projecting outwardly a sufficient distance to prevent observation of the signal from a position transversely thereof.

6. Traffic directing means comprising harness to be worn with portions at the front, back and against the arms of a person, signal-

ing elements carried by the said portions to be displayed at the front, back and sides of a person wearing the harness, the signaling elements at the front and back contrasting with the signaling elements at the sides, and means to shield each signaling element from observation from a position transversely thereof.

7. Traffic directing means comprising harness to be worn with portions at the front, back and against the arms of a person, signaling lamps carried by the said portions of the harness, the lamps at the front and back emitting light of the same color and the lamps at the sides emitting light of the same color but contrasting with light emitted by the front and rear lamps, and a shield carried by each lamp and projecting outwardly therefrom to prevent observation of its light from a position transversely of the lamp.

8. Traffic directing means comprising harness to be worn by a person and including a yoke to extend across the shoulders and downwardly at the front and back, side straps extending from said yoke and of sufficient length to extend partially down a person's arms, means to secure said straps in place against the outer sides of a person's arms, light emitting signal elements carried by the straps and front and rear portions of the yokes, the signal elements carried by said yoke emitting rays of a color to readily distinguish them from the signal elements carried by the side straps, and shields for said signal elements to prevent observation thereof when viewed transversely.

In testimony whereof we affix our signatures.

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EDWIN T. POWELL.

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